Enuager Serugham of the International Polloyholders' Committee Answers Vice-Prest. Buckner—Sample Letter That Failed to Win an Indorsement.

The published letter of Vice-President Buckner of the New York Life Insurance apany, in which he stated that no part the company's funds was being ex-inded in any way for the purpose of inmencing or advocating the election of the dministration or any other ticket, stirred p George R. Scrugham, manager of the ternational Policyholders' Association, resterday. Mr. Scrugham had this to say: "This published statement from Vice-

resident Buckner is interesting in view of he fact that thousands of agents and special representatives are making a desperate Mort to elect the administration ticket, a act proved by the many hundreds of orighal letters sent us from all sections of the ountry, and reports made to us by policyholders who are interested in placing rustees in control of these great trust nds who represent the policyholders and not other interests. We believe that re are now engaged in campaigning for he administration ticket over 5,000 agents and special representatives. One who is familiar with campaign work knows that it is impossible to keep a man in the field for ses than \$10 a day. This would make an aggregate of \$50,000 a day that is being spent to elect the administration ticket— exclusive of postage, stationery and circulars that are being sent out.

"If this campaign is being conducted at the expense of the individual members who are candidates for trustees or of the power behind the administration ticket it would be interesting to know it. It is ridiculous fact is the policyholders themselves are being looted to provide the enormous campaign fund that is being used to defeat them in their earnest effort to gain control of their own properties."

In support of his statement that the shut off the power. The front frame sides were bent in towa interaction ticket, Mr. Scrugham made public a letter that was sent by J. J. Parker, the general agent of the New York Life at Cleveland, to Edgar S. Ludlow, a policy-holder living in Chicago. It is only a sample, Mr. Scrugham says, of many that have been sent out from the various agencies. It may be a side were bent in towa the fan that supplies the air to and the springs were broken. La wwell and Eckhardt were quarters at the Holman place. Park and Mineola, and within hour, after the accident were considered.

If not too much trouble, would you mind writing me a letter something like the one enclosed, and get your brother to sign it? We are getting a few letters from policyholders f importance all over the country, and I write one like this and send it to me here in

It might be of interest to you to know that of the twenty-three or twenty-four men who compose the self-constituted execu-tive committee of the so-called I nternational Polleyholders' Association, only two or three are insured with the New York Life, and one of these for a paid up policy. This might cause you to wonder why they are so interested in changing the management.

If the way I have framed this letter ad-

dressed to me does not sult you, I would be lous escape. If you write this letter, please use your own mainess paper.

This is the way the enclosed letter that Mr. Ludlow was asked to sign read: Mr. J. J. Parker, 502 Garfield Building, Cleveland, Ohio.

DEAR SIR: In reference to the so-called

"administration ticket" for board of trustees to be elected by the policyholders between ber 18 and December 15, 1 beg to say that I have reviewed the same and am of the opinion that it would be to the best interests of the policyholders to elect the same. Being a policyholder in the New York Life

Insurance Company I am naturally interested in the safe conduct of that company, and my all concerned will be onserved, and I shall not only vote for it, but do-all I can to aid its election.

Mr. Ludlow sent this reply: I beg to acknowledge receipt of your favor

asking that I write you a letter expressing my expectation of voting for the so-called administration ticket at the coming election of the New York Life board of trustees In answer to your letter I will state that it is my intention to vote for the trustees as nominated by the International Policyholders

Association. My vote will also carry that of my brother, W. E. Endlow, Jr. Manager Scrugham of the International Policyholders' Association also made public letter that State Superintendent of Insurnoe Otto Kelsey had received from Vice-President Kingsley of the New York Life concerning a complaint that Mr. Scrugham had made. This is Mr. Kingsley's letter:

On behalf of Mr. Orr I beg to acknowledge receipt of your favor of September 17, reing to the complaint of Mr. Scrugham of the international policyholders' committee as to the action of Mr. Angus Allmon, agency director of the New York Life Insurance Company at Lexington, Ky.

The charge that the circulars in question printed and circulated as the corporate of the New York Life Insurance Comborized agent, is untrue in every respect. either directly or through any au-The New York Life people and others in-

terested in insurance matters are awaiting with anxiety the decision that Supreme Court Justice Davis is to hand down in the Court Justice Davis is to hand down in the smit that Gilbert Ray Hawes brought against the company. The case was up before Justice Davis on Tuesday, and after it was announced that the New York Life demurred and J. H. McIntosh, representing the company, had argued at great length that Hawes had not set forth sufficient facts to warrant his claims, Justice Dayis an-nounced that he would reserve decision. Hawes, who is a lawyer with offices at 120
Broadway, is a policybolder in the New York
Life, and as such he brought his suit. The
action, which was made possible under the
revised insurance laws, was one in which Hawes sought to compel the company to set aside annually the accumulated profits or dividends accruing from the year's business and credit these profits proportionately to the accounts of the policyholders.

Mr. Hawes submitted several plans for rediting the money. One was for the crediting the money. One was for the company to subtract the apportioned earnfrom the premium; another was to the money directly to the policyholder and a third was to have the amount credited to the value of the policy in the manner of

### SHIPYARD TROUBLES.

Employers Won't Compromise With Shipwrights-Blacksmiths Make Demar is.

The striking shipwrights in the yards of New York and vicinity, it was stated yesterday, have notified the employers individually that they will withdraw their demand for the Saturday half boliday if the demand for an increase of 10 cents a day is granted. No meeting of the employers has been held since this offer was made, but Secretary Hunter of the National Metal Trades Association stated officially on behalf of the employers yesterday that they were unalterably opposed to both demands.

The shipyard blacksmiths have made a demand on the members of the National Metal Trades Association for an advance in wages of 10 per cent. The blacksmiths belong to the International Brutherhood of Blacksmiths, which is affiliated with the Marine Trades Council, but they are employed on the open shop plan in the shipyards. A conference between committees of the employers and, the blacksmiths has been held in reference to the demand, but no settlement reaspect. The striking shipwrights in the yards of

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#### AMONG THE AUTOMOBILISTS.

ANOTHER ACCIDENT ON THE NAS-SAU COUNTY CIRCUIT.

'ar Briven by Lawwell Runs Into Pole and Is Wrecked, but Lawwell and Mechanic Escape Injury -Harry Payne Whitney Dashes Over the Course-Speed Trials.

There was another accident on the Nassau county circuit yesterday morning between the hours of 5 and 7 o'clock, the period in which the entrants for the Vanderbilt cup race next Saturday are allowed to use their racing cars in practice over the course. The 110 horse-power Fraper-Miller racer, driven by Frank Lawwell, ran into a pole on the Manhasset Hill and was wrecked, though both Lawweil and his mechanic, Charles E.
Bokhardt, escaped injury. The accident
occurred after Lawwell had completed one
round of the course in 40 minutes and was
within a quarter of a mile of the 20 mile post on his second round. The racer had just made the gradual left turn which leads to the steep and winding Manhasset Hill when the right rear tire blew up.

As the car skidded on the bare rim the wheel collapsed from the sudden strain and to suppose that such is the case, but the every one of the spokes was broken. The racer lurched across the road to the left and struck a telephone pole head on. Lawwell was thrown out of his seat on top of the engine and Eckhardt was pitched fifteen feet onto the veranda of a store. At the impact the racer bounded back ten feet and then In support of his statement that the company was sending out letters to policy-holders asking them to support the admin-frame sides were bent in toward each other, the fan that supplies the air to the air jackets was badly twisted, the air chute was bent

La wwell and Eckhardt were taken to their quarters at the Holman place between Hyde Park and Mineola, and within less than an hour after the accident were disposing of a substantial breakfast as though nothing had happened. A new heel was put on the damaged racer and it was towed back to its

Quarters soon after the mishap.

After the elimination trials all three of the Frayer-Miller racers were shipped back to the factory, and the ones which had been driven by Lawwell and Frayer were put in the finest possible condition and returned to the course. It is the purpose of the Frayer-Miller people to fix up Lawwell's car with parts taken from Frayer's machine so that Lawwell will be able to start as one of the American team in the Vanderbilt cup race, Lawwell having secured a place on the team through the disqualification of Lyttle's Pope-Toledo. Other race drivers who hurried to the scene of the accident in touring cars said that Lawwell and Eckhardt had had a miracu-

All of the eighteen entrants in next Saturday's race were out on the course yesterday morning in the practice hours, though Foxhall Keene, the American who entered a German racer, rode around with Harry Payne Whitney in the latter's Brasier racer which Mr. Whitney bought just after the Grand Priz last June. Mr Whitney's time for a round, taken from the "hairpin" turn, was 33 minutes, and the young ama teur rounded the difficult turn with as much confidence and ablomb as any of the more experienced drivers and much faster than most of them. When he passed there the second time he came down the back road just aherd of Le Blon in his Tho mas and started along the old Westbury road at a pace which promised that he would not find it necessary to pull up to let Le Blon not find it necessary to pull up to let Le Blon pass him Mr. Whitney's presence on the course was not viewed favorably by the regular drivers, and some of them said they would protest against it to Chairman Thompson of the cup commission.

Whether or not Foxhall Keene will start in the cup race depends entirely on the good will of Robert Graves, whose Mercedes is to be driven by Jenatzy. Mr. Keene did not bring over any extra cylinders for his racer, as he thought the spare ones he already had here for his last year's machine were of the same size. When he made preparations on Monday morning to replace the set of cylinders that had cracked, he found that the extra ones he had were too small for his new car. Jenatzy brought over several sets of extra cylinders for Mr. Graves's racer, and Jenatzy has expressed himself as willing to let Mr. Keene have one of them if Mr. Graves would consent. This consent has been refused by Mr. Graves, according to a statement made yesterday afternoon by Robert Fulton of the local Mercedes firm. Mr. Keene told Mr. Fulton that he was quite willing to take the pair of cylinders with the express understanding that he would return them to Mr. Graves up to the time of starting the race, should they be needed by Jenatzy through any mishap to Mr. Graves's machine, and retire from the contest himself. Mr. Keene said M. Graves had refused to let him have a pair of cylinders because he feared he might need them for his own racer. Whether or not Foxhall Keene will start in

them for his own racer.

Louis Wagner, with one of his twin 100 horse-power Darracq racers, made astonishing time over the 29.71 miles course yesterday morning. The new racer is painted robin's egg blue with black striping and has a V shaped radiator. The wheel base is very short, 96 inches, and the racer is mounted on wire spoked wheels with detachable rims. It is by far the most striking in appearance of any of the cup candidates, and when the twin cars were left out in front of a Broadway garage on Tuesday afternoon before being driven to the course under their own power they attracted so much attention that it was necessary to have mounted policemen clear a way for them through the crowd that had gathered.

The motor is finished in baked on black enamel and all of the trimmings are nickel plated, which called forth the remark from a race driver that the cars were polished like a high priced gun. The exhaust pipes are led into a larger pipe, which discharges the spent gas under the car so it does not blow into the faces of the driver and his mechanic. Wagner made two rounds from his quarters at Glenwood, but his time for the two rounds could not be learned. He was timed for one round from the "hairpin" turn in less than 28 minutes, but several of the volunteer clockers' brigade at Krug's caught him for a round from there in 27 minutes 15 seconds. This performance became all the mere wonderful when Wagner told of being compelled to come to a dead stop twice in the round. Once was when he had to stop when passing the point where Lawwell met with his accident and the other time was when a big touring car was standing across the road near the "hairpin" turn. There was a report that Wagner had said he thought he could not be verified.

Walter Christie made one round from his overters on the Jericho turnnike in 215.

make a round in 23 minutes, but this could not be verified.

Walter Christie made one round from his quarters on the Jericho turnpike in 31½ minutes. Luttgen made two rounds in his Mercedes in 35½ and 33 minutes. Elliott F. Shepard made one round with his Hotchkiss in 31 minutes. Joe Tracy made two rounds, using both of his cars. The first time around he drove the one that won the elimination trials, having A. H. Ely, a gasolene engine axpert, with him in the mechanic's seat. His time for that round was 30 minutes. The hext time he took out his reserve car and had Aifred Poole, his regular mechanic, with him and made the round in 31 minutes. The hext time he took out his reserve car and had Aifred Poole, his regular mechanic, with him and made the round in 31 minutes. The hext time he took out he Hyde Park road, a shage distance from the Lakeville Hotel that he has moved to a house on the Hyde Park road, a shage distance from the Lakeville turn. John W. Haynes took out the Haynes racer but did not complete a round of the course, as a gin on the clutch that drives the water pump broke off and the engine started to heat up. Albert Clement was out, with two mechanics with him, and made one round in 31½ minutes. After the practice hours both he and George Heath were arrested and fined for speeding. Mr. Heath made two rounds, the fastest one in 37 minutes. Le Blon made wor rounds one in 31½ minutes. Le Blon made two rounds as low round. Lancia made one round from Krug's in 31 minutes, and Jenatay was timed from krug's in 31 minutes, and Jenatay was timed from krug's in or a round in 30 minutes. Cartio and Nazzaro of the Italian team were both timed from Krug's in 32 minutes. Duray made a round from Rug's in 33 minutes.

Time—204, 2045, 204



Drink to the health of your friends in Underberg Boonekamp Bitters and improve your own. Taken before meals it gives a relish to food and aids digestion-always the same since 1846. Call for a "pony" at any first-class bar. Enjoyable as a cocktail and better for you. 6,000,000 bottles imported to the U.S.

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LUYTIES BROTHERS, Gen'l Agents

Wins Kentucky Futurity After Narrow Escape in Accident. LEXINGTON, Ky., Oct. 3 .- John E. Madden's

rack three-year-old colt Siliko won the Kentucky Futurity here this afternoon after a miraculous escape from death. The son of Moke and Silicon had won the first two heats in clever style and seemed to have the race at his mercy in straight heats. As the field rounded the first turn just after the start in the third heat a cry of alarm went up from the spectators when The Abbe, driven by Ben White, crashed into Siliko's sulky, throwing both horses and drivers to the ground. Siliko scrambled to his feet and ran to the quarter pole, where he dropped as if dead. Stable hands ran to his rescue and after untangling him from the sulky

Knapsack McCarthy, driver of Siliko, sustained injuries about the head, and when he entered [the judges' stand blood was streaming from his cuts. He lodged a claim of foul against White. After questioning all of the drivers in the race and deliberating for half an hour the judges allowed the claim, sent The Abbe to the barn and permitted was sent for and drove Siliko in the next heat, which proved to be the final, as he won it in the same easy fashion as the first two heats. Neither The Abbe nor White was

The Tennessee Stake, for 2:06 pacers, was won in straight heats by Eestatic, while the third event, the 2:08 pace, was won in similar fashion by Lady May. Summaries: 
 fashion by Lady May. Summaries;

 The Tennessee: 2:06 class, pacing; purse, \$3,000

 Eestate, b. m., by Oratorlo—Ethelwyn (Long).
 1 1

 Argot Boy, b. g. (Demarest).
 5 2

 2 Bolivar, b. g. (Walker).
 2 3

 Tergas Booker, b. g. (Snow).
 4 4

 Rudy Kip, br. s. (Murphy).
 6 5.

 Red Bird, b. s. (Hogan).
 7 8 8.

 Hall Chaffin, br. s. (Geers).
 8 7 7.

 Geatt. bilk.
 Someory.
 Automobile Race

SATURDAY, OCTOBER 6, 1906 LONG ISLAND RAILROAD TRAIN SERVICE

FOR MINEOLA, WESTBURY AND HICKSVILLE: Trains will leave long Island City at 1.00 and half hourly thereafter until 6.00 A. M. inclusive, and at 8.12 8.42 Hicksville only), 9.10 and 10.32 A. M.; Flatbush Avenue Station (Brooklyn) at 1.30 and half hourly thereafter until 6.00 A. M. inclusive, and at 8.09 (8.40 Hicksville only), 9.10 and 10.31 A. M. Heturning special trains will leave the above stations for New York and Brooklyn after the finish of the race. inish of the race. AND MANH ASSET: Leave Long Island City at 3.00, 4.02, 5.42, 6.32, 7.12, 8.36 and 10.12 A. M. Mth Street ferryboats will leave New York for Long Island City every ten minutes during night of October 5th.

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For the accommodation of our customers, we have retained the lease of the five acre parking space on the Jericho Turnpike Division of the Vanderbilt Race Course.

At this point the racing cars attain their greatest speed.

We HEARTILY INVITE all Maxwell owners to make free use of this space in which to park their cars and from which to view the race. The race starts at daylight Saturday morning; so it will be necessary for all cars to be within the parking

There will be an attendant at the parking space from Friday, 6 P. M., until the

The parking space will accommodate about five hundred cars. There are in New York and vicinity about eight hundred Maxwell cars in daily use. If more than five hundred apply additional space will be secured in addition to the present reservation

WE HOPE THAT ALL WILL COME.

MAXWELL-BRISCOE MOTOR CO.

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VANDERBILT RACE Two new "American" cars. Seating 5 persons, for rent; \$75,00 each, COVELL & CROSBY, Broadway and 57th st.

NEW HAVEN, Oct. 3 .- Old Eli by defeating New Haven, Oct. 3.—Old Eli by defeating the Wanderers at Elm City Park this afternoon by 5½ to 1 shut the latter from the series and tied the Freebeoters for the University cups offered for the pony polo championship by William N. Dykman. Hugh Drury of England gave a wonderful exhibition of his horsemanship, while Louis Stoddard featured prominently in the scoring and did some excellent driving. On pickups he also showed some ability. W. L. Goodwin scored twice in the second period by clever driving from the field. The decisive contest will be played on Friday afternoon. Autos at Winter Prices.

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2.700, 1906 Marion, \$1,450; \$2,500, 1906 Orient.

\$1,360; 1906 Improvements, 35 Locomobile, \$2,750
Fifty horse Winton (like new), with Limousine and touring body, \$2,200; 45 Stearns, \$2,000; Fifty 1906 Acmes, \$2,200; 35 horse \$1,300; Swell side entrance, twenty horse Locomobile, \$1,000; Packard like new, \$1,400; \$2,000 Ford, \$750; \$3,500 Ardsley (1806), \$1,700; Reo, \$400; Peerless, \$650, \$750 \$1,200
Panhards, \$1,200 to \$3,500; Vicquot, \$1,600; Cleveland, \$1,500; Fifty horse Thomas, \$1,400; \$7,500
Rochet-Schneider, \$1,750; Autocar Runabouts \$350 to \$450; Tonneaus, \$450 to \$850; Wayne Tonneau, \$450 to \$850; Wayne Tonneau, \$275; Studebaker, side entrance, \$350; Ramblers, 200 others from \$100 up. Demonstrations cheerfully given. fully given.

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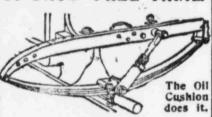
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